

BUSINESS ADVERTISEMENTS.

REV. DR. DEWEY'S LECTURES ON THE
PROBLEM OF HUMAN DESTINY. Delivered before the
 Lowell Institute, Boston, by Rev. Dr. Charles F. Dewey,
 of the Church of the Messiah, New York. The first lec-
 ture will be given on Tuesday evening, Jan. 27, at 7 1/2
 o'clock P. M.

GRASS VALLEY GOLD MINING COMPANY.
 CAPITAL \$100,000, IN SHARES OF \$10 EACH.—Notice is
 hereby given to those who have written or applied for
 shares in the capital stock of the above company, of what
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NEW-YORK TRIBUNE.

NEW-YORK, MONDAY, JAN. 26, 1852.

For Europe.

The next number of *The Tribune* for European
 circulation will be issued on WEDNESDAY
 MORNING, at 9 o'clock. It will contain all the
 latest news up to the time of going to press—
 The *Asia* sails from this port on Wednesday at
 12 o'clock.

THE FORREST DIVORCE TRIAL was
 brought to a close on Saturday evening,
 save that the verdict was sealed up and is to
 be opened and promulgated this morning.
 We can hardly err in expressing the con-
 viction, founded not alone on the facts ad-
 vanced before the public, that this verdict
 will be in favor of Mrs. Forrest, and against
 Mr. Forrest. That is to say, it will affirm
 that he has and she has not been unfaithful
 to the solemn obligations by which they were
 bound together. Such a verdict, if ren-
 dered, will be received by the community
 with very general satisfaction.

—And now let us hope that our Legisla-
 ture (which does not seem overwhelmed
 with business) will act upon a suggestion
 of Judge Oakley, and forthwith provide
 that all causes involving charges of *Adul-
 tery, Seduction and crimes of like nature*
shall henceforth be tried in private, and
the testimony taken thereon published only
when the Court or Legislature shall see fit
to direct such publication. One such trial
 should suffice for a lifetime, and, though
 we do not concur in that view which con-
 founds Innocence with Ignorance and Vir-
 tue with Decorum, yet we do not mean to
 report another Divorce Trial very soon.

Topics of the Morning.

We have news from Europe to the 10th
 inst., in which we regret to find an account
 of the destruction of the ship *Columbus* of
 this port, on the Coast of Ireland, with the
 loss of several passengers. The ship was
 owned by D. & A. Kingsland of this City.
 We have also some additional particulars of
 the burning of the West India Mail Steam-
 ship *Amazon*. The political and commercial
 news will be found interesting, and
 sufficiently condensed in the dispatch.

We give some of the movements of cer-
 tain persons in Washington, claiming to re-
 present the friends of the Irish State Pris-
 oners. The movement is in direct opposi-
 tion to the wishes of the prisoners them-
 selves and of their intimate friends in this
 City. In this connection John Mitchell's
 letter in to-day's paper will command atten-
 tion.

The Philadelphia Mint Returns for the
 past week are given in our Philadelphia
 letter.

The Whigs in the Maine Legislature have
 declared for General Scott as the next
 Whig candidate for President.

The U. S. Senate was not in session on
 Saturday.—Mr. Rantoul, of Mass., had an
 interesting *debate* in the House. He was
 called out at the close of the performance.

The conclusion of Mr. O'Connor's argu-
 ment and Judge Oakley's charge in the
 Forrest case completed the 324 day's pro-
 ceedings of this lengthy trial. They are
 given on another page.

A collection of Scientific Paragraphs for
 the same page.

Letters of an Exile, No. XX, gives an
 interesting sketch of the Turkish People.

Our Washington correspondent dis-
 courses on matters in the District, and on
 different specimens of Wood, with his
 usual ability.

An address to the Temperance men of
 New-York, is given elsewhere.

Dr. John Ives has been appointed Cor-
 oner of this County, in place of Dr. Seth
 Geer, resigned.

Caravajal is again up for an attack on
 Matamoros.

The Christiana Prisoners have all been
 discharged.

Various items of interest, too numerous
 to mention, are scattered over our columns.

Compassionate Choking.

The Times copies a part of our response
 to its commendation of Hanging as more
 merciful than life-imprisonment, and thus
 responds:

"Most frankly we admit that we have hitherto
 understood 'the ground upon which the abolition
 of the death penalty is demanded.' We had fallen into
 the foolish idea that tenderness for the unfortunate,
 ill-taught, misguided culprit, had something to do
 with it; that the movement claimed to be a benev-
 olent one, and proposed to mitigate the severity of
 the law for the benefit of the prisoner, and not for
 the relief of the sentimental bystanders. But all
 this is mistaken. The *Tribune* puts us right. Be-
 nevolence has no share in the business. It is a ques-
 tion of taste; that is all. One man may prefer to
 take his children to see a mad-house, another to
 witness an execution. Another keeps them away
 from both spectacles, and the three differ merely
 upon considerations of good taste, and delicate sen-
 timent. The real suffering of the scene is immate-
 rial. We are to confine ourselves to the looks of the
 thing. Will the language of *The Tribune* bear any
 other construction than this?"

—What 'construction' the language of
The Tribune will bear depends very much
 on the construer. That *The Times* has
 cherished many a 'foolish idea' on this
 subject, among others, is quite likely, and
 that such ideas should prove 'all moon-
 shine' when tested, is a matter of course.
 But when it says that 'Benevolence has
 no share in the business,' as we view it,
 it blunders afresh, and more grossly, if pos-
 sible, than before. 'Benevolence' has very
 much to do with the Anti-Hanging demand;
 but this benevolence does not contemplate
 wholly or mainly the interests or feelings
 of the culprit. That is what we tried before
 to make *The Times* understand—it seems
 unsuccessfully. We hold that the fact that
 men and women are choked to death in cold
 blood in retribution for their crimes tends to
 brutalize and deprave the sensibilities of the
 community—that it plainly teaches van-
 geance and the infliction of injury and pain
 on the wrong-doer, not for the sake of re-
 forming or restraining him, but to satiate
 our wrath and indignation. Blood for blood,
 injury for injury, hate for hate, is the lesson

of the Gallows, as it now exists among us,
 and therefore we desire its Abolition—not
 for the benefit of 'sentimental bystanders'—
 only, as *The Times* perversely asserts, but
 of the entire community. The moral of the
 Gallows is not addressed to the spectators
 of its doings alone; it is present and potent
 in parental whippings, in street-fights, in
 duels and other combats, and wherever Man
 seeks to injure Man merely because he has
 done wrong. Compassion for the victim, or
 apprehension that he may be innocent, may
 also be operative, but in subordination to
 the public well being, which is the higher
 law. Whether the Gallows affronts the
 public sense in open day, or skulks and
 crouches behind prison-walls like the modern
 tipping-room of a fashionable hotel, its moral
 influence must be decidedly pernicious.
 Away with it!

Steam Marine of the United States.

At the last Session of Congress, the Sen-
 ate, by resolution, directed the Secretary of
 the Treasury to collect and report statistics, ex-
 hibiting officially the External and Internal Steam
 Marine of the United States. WILLIAM D. GAL-
 LAGHER, Esq., was commissioned to obtain the
 inland, and Professor E. D. MANFIELD the
 External, and most faithfully and ably have they
 discharged the arduous duty. The aggregate re-
 sults far exceed, in magnitude and importance,
 the most extravagant estimates and anticipations.
 These reliable facts and statistics were reported
 to the Senate on Thursday last, by the Sec-
 retary of the Treasury. We take the subjoined
 statements from that Report.

The Steam Marine of the United States, on
 the Atlantic and Pacific Coasts and the Gulf of
 Mexico, is as follows:

From Panamaquoddy Bay to Cape Sable,
 there are 46 ocean steamers; 374 ordinary steamers;
 63 propellers, and 80 ferry-boats. Tonnage,
 154,270 tons. High pressure steamers 116; low
 pressure 342. Number of officers and crew
 6,348. Passengers annually, 33,114,782. Average
 miles traveled, 8,118,980. These statistics refer
 to the year ending July 1, 1851.

The steam marine on the Gulf of Mexico,
 from Cape Sable to the Rio Grande, consists of
 12 ocean steamers; 95 ordinary steamers; 2
 propellers. Tonnage, 23,244. High pressure,
 97; low pressure, 10. Number of officers and
 crew, 3,473. Passengers during the year, 148,-
 700. Number of miles traveled, 1,360,380.

The steam marine on the Pacific Coast con-
 sists of 37 ocean steamers; 13 ordinary steamers;
 Tonnage, 34,396. High pressure, 3; low pres-
 sure, 47. Officers and crew, 1,949. Average
 miles traveled, 79,209.

The aggregates of the external steam marine
 are:

Ocean steamers, 96; ordinary steamers, 382;
 propellers, 67; ferry boats, 80. Total, 625.
 Tonnage, 212,500. High pressure, 213;
 low pressure, 412. Officers and crew, 11,770.
 Annual passengers, 33,342,816. Of the annual
 passengers 21,009,550 were by ferry boats.

The Shipwrecks in the United States, on the
 Atlantic and Pacific coasts and Gulf of Mexico,
 during the year ending July 1, 1851, were 50
 ships; 59 brigs; 190 schooners; 9 sloops and 20
 steamers. Total 328, of which 278 were by
 tempest, 14 by fire, 15 by collisions, 19 by snags
 and 2 by explosion. The number of lives lost
 was 318.

The "human movement," by steamboat, on
 the principal water lines was as follows:

| Line | No. of Passengers | No. of Tons |
|--|-------------------|-------------|
| On Long Island Sound | 302,397 | 10,000 |
| On Hudson River | 951,109 | 30,000 |
| Between New York and Philadelphia by Steamers | 812,000 | 25,000 |
| On Potomac and James Rivers and Chesapeake Bay | 422,100 | 10,000 |
| Gulf of Mexico | 102,200 | 3,000 |
| Pacific Coast | 79,209 | 2,000 |

In 26 Districts on the Atlantic Coast, there
 were 160 vessels lost, valued at \$1,559,171, and
 on which insurance was paid to the amount of
 \$968,350.

In New York the marine insurance paid was \$3,500,161.

The total marine (not inland) insurance paid
 during the year is estimated at \$6,237,000.

The Inland Steam Marine of the United States
 comprises three grand divisions—the Northern
 Frontier, the Ohio Basin, and the Mississippi
 Valley.

| Line | No. of Passengers | No. of Tons |
|--------------------|-------------------|-------------|
| Northern Frontier | 164,615 | 2,555 |
| Ohio Basin | 348,671 | 8,338 |
| Mississippi Valley | 357,793 | 84,293 |
| Total | 871,079 | 95,186 |

Of the passengers, 2,481,916 were by Ferry-
 boats, and in addition to the above, there were
 1,325,911 passengers by Railroads, 86,000 by
 Canals and 27,879 by stages or the Northern Fron-
 tier line of travel, and 265,936 Railroad and 28,774
 stage passengers on the Ohio Basin line.

TRAVEL TO AND FROM INLAND COMMERCIAL CENTERS.

| Line | No. of Passengers | No. of Tons |
|------------------------|-------------------|-------------|
| Pittsburgh (last year) | 466,836 | 10,000 |
| St. Louis | 367,793 | 8,000 |
| Buffalo | 622,423 | 10,000 |
| Chicago | 1,098,801 | 20,000 |
| Total | 1,655,953 | 48,000 |

The resident Population of these four cities (about
 217,366).

The travel to and from Buffalo "comes and
 goes" as follows:

| Line | No. of Passengers | No. of Tons |
|-----------------------------------|-------------------|-------------|
| By ordinary Steamers | 157,857 | 3,000 |
| Ferry Boats | 14,200 | 1,000 |
| By Buffalo and Rochester Railroad | 262,280 | 5,000 |
| Niagara Railroad | 119,209 | 2,000 |
| Eric Canal | 13,000 | 1,000 |
| Total | 626,546 | 12,000 |

St. Louis has 131 steamers; New Orleans
 109, Detroit 47; Buffalo 42; Pittsburgh 12. Dur-
 ing eight years, ending July 1, 1851, the tonnage
 in the Buffalo District has increased 19,217 tons;
 in Presque Isle, 2,778; Cayuga 4,563, and in
 Detroit, 14,416. The steamboat tonnage of the
 Upper Lakes has more than quadrupled in eight
 years, and on the Mississippi Valley it has
 doubled in nine years.

The steamboat disasters on the Mississippi and
 tributaries, since the introduction of steam to
 the river 1818, are, by collision, 45; fire 104;
 snags, 469—total 618. The original cost of the
 boats, \$9,894,748; deficiency in value, \$3,176,757;
 total losses, \$6,717,991. The loss in 1849 is
 stated at \$2,000,000.

Losses on the lakes and rivers during the year
 ending July 1, 1851, by tempest, 35; fire, 30;
 collision, 18; snags, 32. Persons lost on the lakes,
 67; and on the rivers, 628—total, 695.

The average tonnage of Lake steamers is 437
 tons; of the Ohio Basin, 306; and of the Mis-
 sissippi Valley, 273.

an uninterrupted line of steam navigation from
 the waters of the Gulf of the St. Lawrence to
 those of the Gulf of Mexico—a distance of about
 26,000 miles, and upon which is employed, for
 the purpose of trade and travel, a steam tun-
 nage of 60,166 tons. The Ohio Basin forms,
 of itself, a cross section of about 1,100 miles in
 length.

The steam marine of Great Britain, and her
 dependencies is stated to consist of 1,184 boats,
 with 142,080 tonnage; while the inland steam
 marine of the United States consists of 766 boats,
 with a tonnage of 204,611 tons—showing that
 exclusive of the steam tonnage of the Atlantic
 and Pacific seaboard and the Gulf coast, the in-
 land steam tonnage exceeds that of Great Britain
 and her dependencies by 62,533 tons.

Maine—Whig Demonstration for Scott.
 Correspondence of *The N. Y. Tribune*.
 AUG